

CROSSVILLE CHRONICLE.

THE TENNESSEE TIMES
CROSSVILLE CHRONICLE

CONSOLIDATED
1895

VOL. XXIX.

CROSSVILLE, TENNESSEE, WEDNESDAY, APRIL 7, 1915.

NO. 14

LONG A RESIDENT.

A. Dorton, of Crab Orchard, Has Lived in This County Three-Quarters of a Century.

Following is the first letter received from any old resident telling of the length of his residence in this county. It will be seen that the writer, A. Dorton, of Crab Orchard, has been a resident here for 75 years. There are very few persons who can report a longer residence here and it may be possible that Mr. Dorton has won the life subscription to the Chronicle by showing the longest residence in the county, but we are of the opinion that some one will be found who has lived in the county a little longer than he. We shall be glad to hear from others, whether or not they have lived here so long as Mr. Dorton.

Crab Orchard, Tenn., April 1, 1915.
Editor Chronicle:—In accordance with your request of March 31, published in the Chronicle, will tell you a few things that happened in former days, as I am a subscriber and have been ever since the paper was established.

I was born in Rhea county, Tenn., in the year 1839 and was brought in the year 1840, to Bledsoe county, a part of which later became Cumberland county. I have lived here all my life, with the exception of the four years of the civil war and a flight of ten months to Texas.

My mind naturally runs back to the days of Henry Tollett and Daniel Conley, when men used short, round pointed ploughs, 3-4 inch thick and would break the ground two or three inches deep. Under this mode of farming the yield was from three to five bushels of corn per acre. After the war, came the double shovel and the turning plough and the harrow, hence the yields increased to ten and fifteen bushels and has steadily increased ever since, until under scientific and up-to-date farming, the yields are enormous. The changes are also enormous since the days of Tollett and Conley. Yet, in their day, no man excelled them in logical, close, clear and demonstrative powers and force of reasoning and in the boldness and fearlessness of their characters.

There were many judicious men such as, F. M. Narramore, Benjamin Bentley, S. B. Northrup, Dr. Thos. Snodgrass, James Wyatt, Zack Goss and various others.

I was married Jan. 11, 1866. There were born to this union seven children and nine grandchildren; not as prolific as some. I am 76 years old in a short time. When I retrospect my past life, I am astonished at the advance of progress in a half century. Who could have imagined then that today men could fight on the land and on the sea, under the sea and in the sky? The roads are changed from bridle ways to great pikes and thoroughfares, and there is no telling the greatness of our country under the proper conditions, push and energy.

I wish to say further that the two things that will influence an influx of people to our county more than anything else are goods roads and corn clubs. If there were 500 acres of land made to grow 100 bushels of corn to the acre to show what can be done on the mountain, it would do much to attract settlers.

Best wishes to the Chronicle and the county in general.

A. Dorton.

BOY SCOUT NOTICE.

All the Scouts are urged to be present at the Scout headquarters Saturday, April 10, at 7:00 p. m. This will be an important meeting, as Dr. V. L. Lewis has consented to be present to give a lesson lecture on "Elementary First Aid to Injured." This is one of the requirements for second class Scouts. We also wish the presence of the parents of the boys who are Scouts.

C. V. Bellamy, Scoutmaster,
Troop No. 1, Crossville.

SLEEPING CAR COMFORTS.

The Southern Railway has introduced the idea of eliminating all unnecessary noises near sleeping cars standing in the yards after a certain hour. That means that persons can retire when the car is standing in the yards and be sure of little or no disturbance of their restful slumbers.

GOOD PROSPECTS FOR US TO GET THE DIXIE HIGHWAY

Rousing Meeting at Chattanooga Attended by 40 Cumberland Countians 4,000 Boosters There and It Is Sure to Be Built.

GOVERNORS APPOINT THE MEN TO LOCATE THE ROUTE.

Short Route Has so Many Ardent Supporters That Our Chances to win Are Very Bright If We Keep Actively at Work.

The big Dixie Highway meeting held in Chattanooga Saturday is admitted to be the largest gathering of people that ever came together at one time in the United States in the interest of good roads. There were fully 4,000 delegates from the seven states interested the most directly in the building of this highway that is to reach from Chicago, Ill., to Miami, Florida.

A delegation of forty went from this county. Judge C. P. Burnett called the county court to meet unofficially Friday morning and a quorum was present. The question of the Dixie Highway was unofficially discussed by members of the court and leading citizens of the county. A resolution was passed by the members of the court present favoring the sale of \$100,000 in county bonds to build the Dixie Highway through this county, in the event it is routed this way. Those present passed a resolution urging that the county pay the expenses of five members of the court to attend the meeting at Chattanooga. Accordingly Esqs. R. A. Powell, A. M. Davis, S. N. Smith, J. A. Frey, and C. H. Sells went as a part of the delegation from this county. Nearly all the delegation left Friday afternoon and reached the Plucky City the same evening.

That night they joined in caucus with the delegations from Sequatchie, Bledsoe and Fentress counties and arranged to make the fight for what is known as the Short Route, that extends from Chattanooga through Crossville and the counties mentioned. Judge C. E. Snodgrass was chosen spokesman for the combined counties. At the convention he made a very strong and effective speech of only five minutes—that being all the time allotted to each speaker.

There was a parade at nine in the morning consisting of automobiles, bands and marching delegations. The line was a mile long. The eleventh U. S. cavalry passed in review before the stand at the Patten hotel where the governors were. The cavalry was 1,100 strong and presented an interesting sight.

Seven governors or their representatives were there and delivered ringing speeches in favor of the highway. A telegram was received from President Woodrow Wilson stating that he was heartily in sympathy with the movement.

After much speechmaking and sparring it was decided that the selection of the route would be left to 14 men, two from each of the seven states, to be appointed by the governors of the respective states. Gov. Slaton, of Georgia, named Clark Howell, editor of the Atlanta Constitution, and W. T. Anderson, editor of the Macon Telegraph, as the directors from his state.

FOUNDERS' IDEA.

The Dixie Highway is following in the footsteps of the Lincoln Highway in one particular at least: That of what is known as "Founders' feature," which is this: A certain number of men agree to give \$1,000 a year until the highway is completed for the mere

privilege of having their names enrolled on the list of "Founders." There are 21 such men who have had their names enrolled and the promoters of the Dixie Highway feel sure they will easily be able to increase the number to fifty. That will mean \$50,000 a year for at least the next four or five years, for no one expects the road to be completed sooner than that.

FEDERAL AID TO BE ASKED.

A resolution was adopted by the convention asking the congressmen of the seven states interested to introduce a bill in the next congress asking for government aid for the road. That an effort will be made in that direction there seems no doubt and when the congressmen from seven states unite for a thing it would seem there is an excellent chance for winning.

The Dixie Highway was recently incorporated for the purpose of establishing a working head for the movement, but with no purpose of making any money out of it. An effort was made to have the seven incorporators named as a part of the directorate, by that means making the whole number of directors 21 instead of 14, but the convention voted it down.

SHORT ROUTE

The fact that the route through this county is more than 100 miles shorter than via Nashville is proving a very strong card in our favor. A brief talk was made by the vice-president of the Lincoln Highway, in which he urged that the shortest route be chosen, regardless of all else. It was very evident that the Short Route idea is very strong with those who are looking first to the usefulness of the route, but those towns that hope to profit by diverting the road from the most direct route were very active and will exert all possible effort to bring it to their respective towns.

From the best information obtainable it seems very probable that the governors of Illinois, Indiana and Ohio will all surely prefer the Short Route and will appoint men favorable to it. When it comes to Kentucky there is almost sure to be a division. One man will be appointed favorable to the route from Louisville to Nashville and one for the Short Route. When it comes to Tennessee there is a difference

of belief as to the outcome. Some say Gov. Rye will appoint men both favorable to the Nashville route, while others say he will divide and appoint one favorable to each route. In Georgia it is thought to be a sure indication that the Short Route is favored by the men appointed. In Florida, some claim that the Short Route is sure to meet with favor on the ground that the shortness of the route will have much to do with the number of tourists and winter citizens that will traverse the road. A difference of over 100 miles between the Short Route via Crossville and the longer route via Nashville exerts great force in favor of the route via Crossville. This, briefly, is the situation.

Some claim that the conditions are so very favorable for the adoption of the route via Crossville that twelve out of the fourteen will favor it. This would seem to be a very advanced position to take, but to conclude that the route can be influenced to come this way is certainly very reasonable, provided our people manifest the proper spirit and let it be known beyond any question of a doubt that we will do all that is within the power of the county to build such a road as the committee may require and build it through that part of the county designated by the committee.

The outlook is exceedingly bright for the road to come this way if we are active and alert, but for us to cease our efforts might cause us to lose this road and that means so much to the county.

WAR SITUATION.

Terrific fighting is in progress in the Carpathian mountains that block the way of the Russian troops to the plains of Hungary. The advantage is said to be in favor of the Russians over the Austrians and Hungarians. Germany is said to be rushing assistance to the Austrians.

The efforts of the allied fleet to take Constantinople, Turkey, continues. Another British battleship has been destroyed after it grounded in the Dardanelles. It was destroyed by the guns of the Turks. The Germans continue to sink British shipping vessels at the rate of a half dozen or more a week.

There is a persistent rumor that Austria and Turkey are seeking a way to peace.

JACK JOHNSON DEFEATED

Jess Willard, the Kansas Cowboy, Wins Heavyweight Championship of the World.

Jess Willard, the Kansas cowboy, is the new heavyweight champion pugilist of the world.

He knocked out Jack Johnson, the black champion, in the twenty-sixth round of their championship bout at Havana, Cuba, Monday.

It was Johnson's fight all the way until the twenty-second round, when his vitality left him because of the hard pace which he carried throughout the early rounds. Then the giant plainsman opened his heaviest attack and in the next few rounds carried the fight away from the black man and toppled him over with rights and lefts to the body and blows to the face.

Seventeen thousand persons saw the combat, and when Johnson crumpled up on the floor from a fierce right swing to the jaw the crowd burst into the ring. Soldiers cleared the ring.

Johnson took the referee's count while laying on the ropes, but the moment after Referee Welch had given the decision the former champion got to his feet in time to escape the wild rush of excited spectators.

JOHNSON WITHOUT EXCUSE.

The knockout came so suddenly that the big crowd seemed as much dazed as Johnson himself. Up to the time of the final blow Johnson showed but few marks of battle, but had slowed up and was perceptibly tired. Willard said, as he was being escorted away, that he was never hurt or in danger at any time.

Johnson said he had no excuse to offer and that "a better and younger man had taken the championship title."

VISITS HIGH SCHOOL.

Prof. Robinson Commends Progress in Adding New Departments.

Prof. M. W. Robinson, inspector of High Schools for the state, was here yesterday and just before leaving addressed the following letter to Prof. Frank March:

Dear March:
I feel like it would be an injustice to your community to leave and not give you an expression regarding the most excellent work done in the High School. It is pleasing to note the progress made in the last two years. You have made more progress in the last two years than many others have made in eight or ten years. You had only three teachers then, now you have five. You carried only literary work, now you have in addition Agriculture, Domestic Science and Domestic Art.

Noting this improvement, I must put you in the class with our most progressive High Schools of the state.

I like your congenial, hard-working faculty. I like your happy, studious pupils. I like your public-spirited county.

Yours truly,
M. W. Robinson.

CAN YOU USE HIM?

Here is a Strong Man, Who Wishes to Work One Month for His Board.

The Chronicle received the following unusual letter. It is so very unusual in these times to find a man who is willing to work for his "keep" that we publish it in full in the hope that some of our farmers may be able to use him profitably and that he may at the same time get a breath of our pure and invigorating air.

Chattanooga, Tenn., March 30, 1915.

Dear Sir:
During May, the planting season, I would like to get out of the office and as I am a poor loafer, would like to work on some good farm for my keep. If you know of some prosperous farmer who could use me to advantage, and feed me good, I will certainly appreciate your having him write me.

I am 26 years old, strong, and not a revenue officer. Simply want to take a vacation and have something to divert my mind from railroading. And, I am not broke.

Thanking you, I am,
Yours truly,
J. T. Heilman,
103 W. 9th Street.

